

Lawrence River and east of Highway 23 to points in Canada outside that territory. In October 1970 assistance was authorized for goods moved by highway transport within that area as well. In April 1974 selective assistance for specified commodities moving by railway or highway transport to points in Canada outside the territories was authorized at a level of 50% of that portion of the freight rate earned within the territory.

15.2.2 Rail transport statistics

Track mileage and rolling-stock. Table 15.2 illustrates the historical development of first main track mileage from 17,657 miles in 1900 to 44,232 miles in 1973. The same Table presents statistics on main and other types of track mileage by province and territory and that operated by Canadian carriers in the US for the years 1969-73.

Table 15.3 gives freight and passenger equipment in operation in 1972 and 1973. The freight carrying capabilities of the railways is steadily being improved with larger, more efficient cars and locomotives and increased speed of movement facilitated by modernized handling and terminal services. Each year hundreds of units, particularly freight cars, are converted and modified to make them suitable for specific types of traffic or are replaced by special-purpose equipment designed for distinctive hauling jobs. Because of the fuel consumption efficiency of the railways and higher fuel costs, there is a trend to greater freight movement by rail. Container and piggyback traffic has also increased in the past few years.

Revenue freight. Total tonnage of freight carried by all common carrier railways (including national loadings and receipts from US connections) in 1972 and 1973 is shown in Table 15.4 under the commodity structure adopted in 1970 based on Statistics Canada's Standard Commodity Classification. Despite some loss of continuity with previous data, the new commodity breakdown permits improved comparisons with other series (water transport, imports, exports, etc.), which are also based on this Classification.

Capital structure and finance. Tables 15.5 - 15.8 give information on capital investment in road and equipment, and on operating revenues, expenses and net income of all common carrier railways operating in Canada, except that of the Cartier Railway which is not available. In transportation statistics a distinction is made between expenditures and expenses. In the following data, the term "expenses" refers to the expenses of furnishing rail transportation service and of operations incident thereto, including maintenance and depreciation of the plant used in such service.

The capital structure of the Canadian National Railway System is presented in Table 15.6 and financial details of operations in both Canada and the United States in Table 15.7. Revenues and expenses include those of express and commercial communications and highway transport (rail) operations. Tax accruals and rents are charged to operating expenses.

Total operating revenues and expenses of common carrier railways operating in Canada (except the Cartier Railway) continued to rise, both reaching peak levels in 1973; increases over 1972 amounted to 9.4% and 10.3%, respectively (as calculated from Table 15.8). However, net operating revenues showed a decrease of 8.2% to \$90.0 million.

15.3 Road transport

The federal government establishes motor vehicle safety standards, while registration of motor vehicles and regulation of motor vehicle traffic lie with the legislative jurisdiction of the provincial and territorial governments. An outline of legislation, as well as summaries of motor vehicle and traffic regulations common to all provinces and territories are presented in the following Sections.

15.3.1 Federal safety regulations

The general objective of the Motor Vehicle Safety Act (RSC 1970, c.26, 1st Supp.) is to establish mandatory safety standards for new motor vehicles to protect people from injuries or death and from the hazardous effects of exhaust and noise emissions. The legislation applies to all new motor vehicles and components manufactured in or imported into Canada, and requires manufacturers to issue notices of safety defects in a prescribed manner. The safety of vehicles in use continues to be a provincial responsibility discharged under existing provincial legislation.

The safety regulations currently include 35 standards relating to the design and performance of passenger cars, trucks, buses, motorcycles, competition motorcycles,